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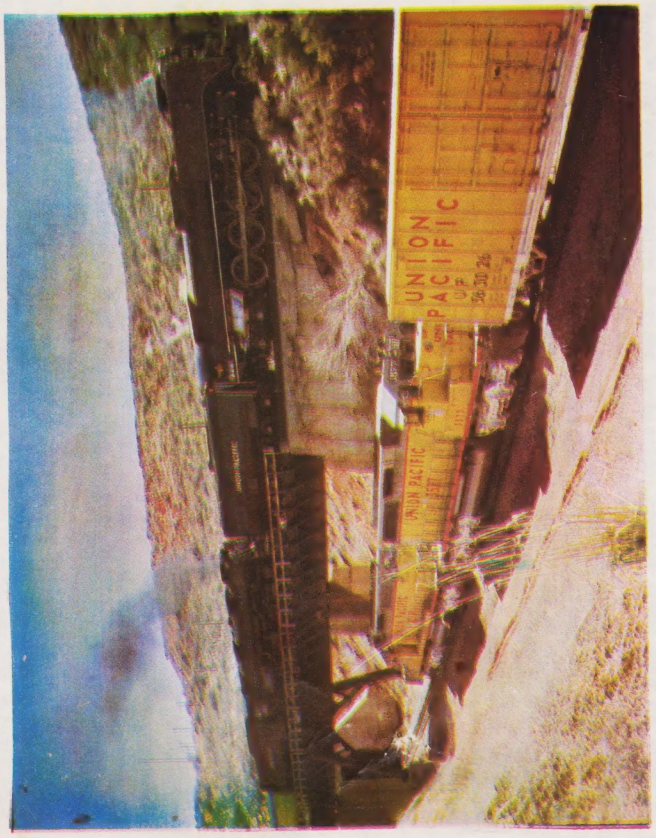
RAIL TRAVEL NEWS



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ON THE COVER

At Curvo, Utah on Apr 24 the Union Pacific posed the doubleheading 8444 and 3985 Challenger steam locomotives above a diesel-powered freight for the benefit of photographers aboard the "Press Express", part of the ferrying move that brought the two big steamers from Wyoming to Sacramento CA for the opening week of the State Railroad Museum. In RTN #222 Ted and Sylvia Blishak wrote an account of that trip, and they photographed the scene for us in color.

QUOTES OF THE WEEK***

"You have to remember that $613 million is still a lot of money. And we think that by innovation in the fare system, by increasing productivity, and by management cuts, Amtrak can fill its statutory needs very comfortably within the strictures of that budget."

--Federal RR Administration head Robert Blanchette on NBC Evening (TV) News, Jun 3.

"We're paying too much for labor. We've got to wipe out the archaic work rules and manning agreements. On many of our runs the average length of time the train crew is on is about 3½ to 4 hours, for which they get a full day's pay. We've got to get more than that."

--Amtrak President Alan Boyd on same program.

SLIP OF THE MONTH CLUB***

"At the head will be SP's Engine 4449, built in 1941. Until retirement, it pulled Coast Daylight trains between San Francisco and Oakland."

--Doug Dempster in Sacramento (CA) Bee, Apr 26.

(Until it got too heavy for the Bay Bridge.)

BOOKS

The 16th annual Steam Passenger Service Directory is now available, published by the Empire State Railway Museum and edited by RTN reader Marvin H. Cohen. As the 1981 edition states, the directory "attempts to include every tourist railroad operation in the United States and Canada about which reliable information can be obtained." There are nearly 150 pages of information in this convenient paperbound manual, one page to each railroad operation. Each one presents a photo, and location, telephone number, description of ride (if any), fare, listing of equipment, and information on displays (if any). The book is organized in alphabetical order by state. If there is a nearby Amtrak station, that is listed, as well as information on the availability of refreshments, gift shops, picnic areas, memberships, lodging, etc. And if that weren't enough information for a low-priced $4.50 book, the purchaser also receives 34 discount coupons bound into the book, to be used in 1981 at various museums and tourist railroads listed. The coupons are worth several times the price of the book. Publisher's address is P.O. Box 666, Middletown NY 10940 (telephone 914-343-4219).

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Published twice monthly by Message Media, P.O. Box 9007, Berkeley CA 94709. Subscription $18.00 per year; single copy 75¢. Overseas and institutional rates on request. STAFF: James Russell, Editor. Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Southern California; Jack Ferry, Illinois; Adron Hall, Mississippi; Kenneth Maylath, Maryland; Peter Roehm, Massachusetts.

SENATE COMMITTEE INCREASES AMTRAK FUNDS

The Senate Commerce Committee on Jun 10 increased the amount of funding for Amtrak's next fiscal year in the reconciliation bill it is working on to $735 million, up from the $613 million it had previously approved. This move puts it in line with the House's previously-approved amount. The change was made by Senator Cannon of Nevada. According to a NARP account, when Committee Chairman Robert Packwood of Oregon saw that Cannon's amendment was gaining enough votes to pass, he wrote the amendment into the bill, so that at the Jun 10 meeting it was not necessary to take a specific vote on the Cannon amendment. NARP said also that Packwood told reporters that Amtrak's Alan Boyd had assured him that the $735 million level of funding would permit retention of the COAST STARLIGHT and the PIONEER, Oregon's two major trains. Other legislators have been negotiating with Amtrak also for assurances that their pet routes won't be cut. Indiana has, for example, been told that the BROADWAY LIMITED, LAKE SHORE LIMITED, HOOSIER STATE and the Chicago-Valparaiso trains will be retained during the next fiscal year. NARP has been urging rail supporters to prod their legislators into contacting Amtrak for such assurances. NARP reminded members that the LONE STAR was lost in 1979 largely because of the disinterest of Oklahoma legislators. Amtrak said that the $735 million level would be enough to continue 85% of the present Amtrak system. Apparently doomed for certain is the CARDINAL, and possibly other weaker trains among those previously listed in RTN.

There are still some differences between the House and Senate funding versions. The House bill is more generous in excusing Amtrak from $82 million in interest payments, and it also includes $30 million in loan guarantees that the Senate bill does not contain. NARP said that the House reconciliation bill may hit the floor of the House Jun 23 or 24. OMB Director David Stockman approved the $735 million in the Senate, but there are threats that the House could lower its funding in the reconciliation bill. NARP asked members to keep pressure on their Congressmen not to lower the Amtrak funding ("Why should a Republican Congressman have to vote for a bill that's lower than the amount Stockman already approved?").

AMTRAK REDUCES DINING CAR SERVICE AS AN ECONOMY MEASURE

Amtrak made reductions in dining car service on four long distance trains effective Jun 17, to show the Reagan administration that it is taking steps to economize as a condition of getting continued funding for the national system.

The four trains are the BROADWAY LIMITED, CRESCENT, SAN FRANCISCO ZEPHYR, and SOUTHWEST LIMITED. Amtrak said the reductions are an experiment, and it wants reactions from its patrons, pro and con, addressed to Ms. Rima Parkhurst, Amtrak's head of dining car services. The changes result in sharply reduced staff in dining cars: in general, crews of 12 are reduced to four or five. Airline-style meals, already completely prepared and requiring only microwave heating, will be used instead of the meals almost completely prepared in the diner. Outside caterers will provide the food, and Amtrak said it would be high-quality, similar to that served on Air France. One advantage to travelers is that meal prices will be lowered substantially; the price of a steak dinner would be approximately cut in half. Amtrak hopes to increase its dining car revenues with this move--presumably because more passengers would use the diners.

An Amtrak spokesperson said that in the past year the food service deficit has been around $63 million. She emphasized that no personnel have been laid off by this change--they've been reassigned.

News in this issue has been updated thru Jun 17, 1981.

MAY AMTRAK BOARD MEETING by Erich Houchens

The Amtrak Board of Directors monthly meeting was held in Washington on May 27. Awaiting board action were three Commitment Approval Requests (CARs).

The first CAR (81-93) was for board approval for the retirement and sale of 195 passenger cars. These cars, which are a mix of A and B list cars, are located at various yards around the Amtrak system. Most of the cars are considered too old for HEP (electrical) conversion or are fire- or wreck-damaged. The board approved this CAR.

The second CAR (79-28-S1) was for $36,868 in supplemental funding for an ongoing program of improvements to Amtrak's Wilmington electric shops. The board approved this CAR.

The third and final CAR (81-96) was for $2,135,700 to build a new station in Hammond, Indiana to serve 16 Amtrak trains running east of Chicago. The trains are the BLUE WATER, the three Detroit trains, the LAKE SHORE, the BROADWAY and the two Chicago-Valparaiso trains. Amtrak hopes to have the new station open in the fall of 1982. This date, however, could be pushed back as Amtrak will hold off starting construction until it is known whether or not there will be Amtrak trains running thru Hammond in the fall of 1982.

The Amtrak board meetings in Washington are now being held at the L'Enfant Plaza Hotel. If the board holds to its schedule it set last December, the June 24th meeting will be held at the Beech Grove shops. This, however, is subject to change, and persons wishing to attend the June meeting should call 202-383-3000 a few days beforehand to learn the exact meeting location.

UNUSUAL AMTRAK OCCURRENCES

A SUMMARY OF MAJOR UNUSUAL OCCURRENCES ON THE AMTRAK SYSTEM, AS TAKEN FROM OFFICIAL RECORDS (CONTINUED FROM LAST ISSUE)

March 22

There were 1271 standees on Amtrak trains today.

The Bonne Carre Bridge is still out of service, with reopening now estimated for Mar 26. The CITY OF NEW ORLEANS still must use buses as substitutes between McComb MS and New Orleans. Train 59 of the 21st had 118 passengers bused, with a 25-min delay; train 58 had 91 passengers bused to McComb, delayed 39mins.

A Conrail freight switching move derailed two empty tank cars at 12:22pm at Hook Interlocking on the Baltimore Div. of the NEC. At first it was thought that one car was leaking liquid propane gas, but it was later declared safe. A 10mph slow order was placed on #2, #3 and #4 main tracks thru Hook, and trains were allowed to pass before rerailing attempts were made. Cars were rerailed shortly after 9pm. Cause of the derailment was stated to be harmonic rock off due to a series of low joints. The following Amtrak trains were delayed at Hook: train 114 36mins, train 441 8mins, train 440 of the 21st 42mins, train 60 9mins, and Conrail train 930 48mins. Train 142 was held 17mins at Bell, and train 115 was held 65mins at Philadelphia.

Corridor train 171, the PATRIOT, had pantograph troubles with engine 975 at Metuchen, and was delayed 135mins there. Engine 4881 was sent from New York to replace it. At Philadelphia engine 969 replaced 4881 & 975, with 29mins delay. Passengers could not be transferred to another train, as #171 was full and there was no space available on #115, #19, #117 or #173. Trains 19 and 173 already had standees.

The EMPIRE BUILDER, train 7, was delayed 75mins leaving Chicago in order to replace a battery charger on Superliner car 32015.

The SOUTHWEST LIMITED, train 4 of the 20th, was delayed by signal failure between

Dodge City and Kinsley KS for 109mins.

The PALMETTO, train 89, was delayed 93mins between Cromartie and Florence SC due to a CTC Code line down at milepost 232.8, just north of Pembroke.

The SILVER STAR (train 82) and the SILVER METEOR (train 87 of the 21st) were delayed 75 and 84mins respectively due to a signal failure between Winston and Sanford FL, a distance of 89 miles.

Due to car shortage, trains 74, 79, 105, 127, 182, 116 and 73 operated without Club or Custom Class service, resulting in 75 passengers being downgraded, at a total revenue loss to Amtrak of $1,021.10.

The following extra trains were running today: six roundtrips Seattle-Edmonds for Seattle Family Days; DeKalb County Safety Patrol special, Washington-Atlanta; and the RENO FUN TRAIN Reno-Oakland.

The ILLINCIS ZEPHYR, train 347, used Amfleet cars instead of Superliners today since two Superliner snack cars were bad-ordered.

Metroliner 106 lost 59mins due to a variety of problems with unit 888--losing power, overheated gearbox, brake shoe smoking.

LAKE SHORE LIMITED, train 49, lost 41mins at Albany with HEP connection problems.

SOUTHWEST LIMITED, train 4, lost 25mins at Hesperia and 23mins at Barstow with a parted air hose between engines 626 and 323, and unspecified electrical trouble.

The CRESCENT, train 19, was 36mins late at Spartanburg, most of that time being lost by adding two cars at Philadelphia to accommodate standees.

The DESERT WIND, train 36, lost 35mins due to track work at Nipton and 35mins at Modena due to a disabled freight ahead.

INTER-AMERICAN delays: Train 21 was on time at Poplar Bluff. Train 22 was 60 mins late there, mostly due to waiting for buses from Laredo and freight meets on the Santa Fe. Train 24 was 30mins late at Temple, mostly due to a broken rail at Somerville. Train 23 of the 21st was 20mins late at Houston, mostly due to the connection at Temple with train 21. The Laredo station was reported to have an inch of water on the floor, with some damage to baggage, express, printer, teletype and other items. Flooding occurred allegedly when MoPac cleaning crew flushed down the platform. The contractor did not show up at Laredo to service the chemical toilets for train 22 due out tomorrow, so passengers will be loaded into car 4002, which has conventional toilets, and crew at Ft. Worth will service them.

Two passengers on the SOUTHWEST LIMITED, train 4 of the 20th, due to detrain at Lawrence KS, were carried-by to Kansas City. Bus transportation was arranged.

A passenger on the SILVER STAR (train 82) suffered an apparent heart attack in the diner, and was removed at Green Cove Springs FL to a hospital.

RAIL CANADA

NEW SYSTEM TIMETABLE for VIA Rail Canada was issued, effective Jun 1-Oct 24, to replace the recently-issued Apr 26-Oct 24 version. The new timetable is identified by a cover printed in VIA's new passenger trains colors--gray, gold and blue. The cover includes drawings of an RDC, conventional train and Turbotrain. The reason for the new timetable is the introduction of more service on three routes: On the Quebec-Drummondville-Montreal route, train 22 & 233, the CITADELLE, is added, leaving Quebec about noon and leaving Montreal at 12:30pm. An extra daily roundtrip between Montreal and Ottawa is added. For the Montreal-Toronto route, VIA said that a new daily service, including VIA-1 first class service, is added, leaving each city shortly after mid-day, and called the MERIDIEN. However, the timetable shows Rapido 64 & 65 without the name MERIDIEN. The BONAVENTURE (Montreal-Toronto) is presently combined at Brockville with the Ottawa-Toronto afternoon EXEC. VIA said that in the future both trains will run thru to Toronto separately (as of Jun 1), with the BONAVENTURE serving intermediate cities along the way and the EXEC providing faster, more direct service from Ottawa to Toronto. Schedules have been adjusted between Ottawa and Toronto for better service, and likewise Toronto-Windsor/Sarnia.

CHAIRMAN AND PRESIDENT Frank Roberts of VIA told the Toronto Rotary Club on May 29 that as the price of Canadian petroleum approaches 85% of world levels, travelers will look more and more for alternatives to the automobile for intercity transportation. The most logical alternative, he said, is the passenger train, which is potentially the most energy-efficient means of public transportation. Said Roberts: "The difference between the train and our main competitor, the private automobile, is substantial. For example, the new trains that we will put on the Toronto-Montreal run this fall will, at 70% occupancy, get 202 passenger miles per gallon while the private car, with two passengers, will get about 47 pmpg. We calculate that on a Toronto to Montreal trip, the private car uses about 6 gallons per passenger more than the train." He cautioned, however, that investments must be made sooner than later to permit faster train speeds in order to compete with the automobile. "The sooner we do it, the less costly it will be", he noted.

VIA RAIL CANADA

presents

unique tours for train buffs.

Steam your way across Canada—a logging run on Vancouver Island; the Royal Hudson at Vancouver; the 6060 at Edmonton; Heritage Park in Calgary; Prairie Dog Central at Winnipeg; the 1201 at Ottawa. Photograph a wide variety of preserved steam locomotives from coast-to-coast.

Tour Toronto on a 1920-era Peter Witt, then experience the newest CLRV and a variety of PCC cars; ride a smooth Duwag car in Edmonton; in Calgary ride a horse-drawn trolley.

Visit some of the most interesting railway museums in North America and ride on everything from a sectionman's handcar to an ex-CN oil-electric car. Inspect everything from business cars to restored stations.

See the two extremes of rail commuter services—the sleek diesel bilevel, bidirectional trains of GO Transit in Toronto versus the ageing 60-year old cars of Montreal still hauled by 1914-vintage box-cab electric locomotives through the Mount Royal tunnel.

Above are capsule descriptions of some tours VIA has formulated in an unique move to appeal directly to "train buffs." A tour brochure, "VIA Tours and the Rail Enthusiast," is available by writing: Tour Programs-Rail Enthusiasts, VIA Rail Canada Inc., P.O. Box 8117, Montreal, Quebec H3C 3N3.

CANADIAN TRANSPORT COMMISSION announced Jun 8 that it will hold a public meeting in Hull, Quebec, Jul 9, 10 and 13 to hear comments on a proposed revision of its General Rules.

FEWER HOT-BOX DETECTORS are in place on CP Rail lines than on CN--78 versus 187--(as of Dec 31, 1980), and the Canadian Transport Commission on May 28 ordered CP to install 154 more detectors by Dec 31, 1983.

VOYAGEUR BUS STRIKE continued as of Jun 4. Striking drivers, garage and sales employees resumed in early June, after turning down a 3-year contract. VIA is reported overwhelmed with riders on Sundays. For example, train 39 left Montreal May 31 over an hour late, having to wait for scarce equipment to show up from other runs. The train took four hours to get to Ottawa.

UPGRADED OTTAWA-TORONTO service is possible now, says Transport 2000 Canada. The consumer group made a preliminary study of low-cost incremental improvement to the corridor and released it this spring. On Jun 2 Raymonde Gagnon Cahill, president of Transport 2000 Ottawa, announced initiatives being taken to get better service on the route. T-2000 is appealing to users of the present trains for support, and a brief has been prepared for the House of Commons Standing Committee on Transportation and to the Transport Minister. The brief calls for better contracts with CN and CP for VIA Rail, mandating full reporting of costs, more economical contract prices fixed in advance, and legal priority for passenger trains; and for large new orders of passenger equipment (LRC's, SPV-2000's, and long distance trains). User support is being asked for lobbying for a new track connection between Belleville and Smiths Falls, which would cost $300,000 and would cut trip time to 4hrs, 45mins.

"THIRTY YEARS HENCE, we'll all be riding around in electric trains; the rest of the world is riding in them already" says Quest magazine (May issue) in an

interesting pro-train article. It was reprinted also in the June edition of the Transport 2000 British Columbia Newsletter (info from PO Box 1246, Aldergrove, B.C., VOX 1A0).

THE DERAILMENT OF a VIA Montreal-Senneterre train at Duplessis, Quebec on May 15 was blamed on beavers, whose dam collapsed and set flood water under the CN track, washing it out. The train hit the undermined track, and the locomotive, baggage car and first two coaches derailed. Ten people were injured, one seriously--pinned in the wreckage seven hours with serious leg injuries.

THE PRINCE RUPERT to Red Pass Junction B.C. line will be upgraded by CN over the next 14 years, and double-tracked.

THE SPRING ISSUE of Transport-Action has arrived. This quarterly publication of Transport 2000 Canada comes with a yearly $10 membership, or for $5 to non-members from: Box/C.P. 858, Stn. B. Ottawa, Ont. K1P 5P9.

URBAN-SUBURBAN TRANSIT

CHICAGO TRANSIT SYSTEM'S financial crisis and possible collapse has been making newspaper headlines across the country since our last issue. On Jun 12 the state finally came up with $23.5 million in sales tax revenue for the RTA, including $774,000 to the bankrupt Milwaukee Road, more than anticipated due to higher than predicted sales tax revenues. On Jun 17 the RTA and the Illinois Commerce Commission both approved fare increases for the carriers, to be effective July 1. The 12.5% increase would bring the basic fare from 80¢ to 90¢. In addition, cutbacks in service to save $26 million were approved by the RTA.

NEW YORK STATE'S tax on oil companies to raise money for mass transit--primarily for the MTA--was partially struck down by a Federal court on Jun 15. The law, passed last year, was to give $235 million yearly for mass transit. Unless an appeal results in a different ruling, the MTA will have a projected deficit $235 million higher than it had counted on.

THE REAGAN ADMINISTRATION has assured San Francisco that in spite of tight transit funds, $50 million is still available to help pay for the rehabilitation of the city's cable car system. $10 million additional is being raised locally. In other news, two San Francisco developers have filed suit against the city to have declared illegal the city's highrise construction assessment that is to help support the San Francisco Municipal Railway.

THE ORGANIZER OF New York's Guardian Angel group that works to deter crime on transit vehicles and in the streets visited Chicago this month to organize a chapter for the transit system there.

CHESAPEAKE AND OHIO can abandon its Ludington MI-Manitowoc WI car ferry operation acrosss Lake Michigan, ruled an ICC judge, but the Ludington-Kewaunee ferry must continue operation.

SAN DIEGO TROLLEY is planning on a Jul 26 opening, preceded by a week of ceremonies with free rides for 50,000 souvenir ticket holders. On Jun 8 at a meeting of the San Diego Metropolitan Transit Development Board, rail advocate Robert J. Swan persuaded the trolley board to honor transfers from buses at Iris Station in either direction (i.e., from either a northbound or southbound bus). The next day the bus management decided to reciprocate with transfers from the trolley. Previously the trolley people wanted to accept only southbound transfers to a southbound trolley, and northbound to north. Swan argued that that was against the theory of rapid transit--to have buses from all directions feed the rapid transit in any direction.

KANSAS CITY, MISSOURI has decided to proceed with a feasibility study of light rail transit despite the loss of a $500,000 federal grant which had previously been approved.

(continued on page 21)

The Maggie's back

AND OTHER VANCOUVER ISLAND ADVENTURES by Jim Russell

Map is not at all drawn to scale!

A trip in May took us to Vancouver Island, and the focus was a ride on the "Princess Marguerite" Victoria to Seattle. The newly refurbished ship was not on the run last year, and B.C. lost millions as a result. First day of operation was May 8. Big crowds are the rule--at end of first week of operation, patronage totalled 30% above 1979 period. On May 16, at start of Victoria Day weekend, ship left overflow of 100 prospective passengers behind at Seattle. By May 23, patronage was 50% above 1979.

Overhauled ship is so smooth that on our trip, with calm water under overcast skies, there was no sense of motion at all--a hotel floating down Puget Sound.

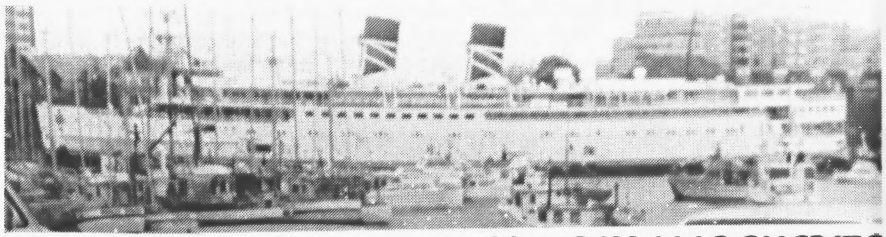
In Seattle, the Edgewater Inn is a good motel right next to the "Maggie's" dock. The PACIFIC INTERNATIONAL and BN freights also pass just across the street.

In Victoria, the transit system publishes a system timetable complete with historical photos.

Vancouver to Nanaimo was by Pacific Coach Lines bus which travels on a B.C. ferry--in this case the "Queen of Coquitlam". Bus is best way to make this ferry trip--it has loading priority while auto traffic was backed up an incredible distance on busy weekend. Pacific Coach Lines has an impressively efficient operation. Ferry trip (11:08-1:45) was very pleasant, with magnificent scenery when clouds cleared over water.

Even tho 52mins had been cut from STARLIGHT schedule, northbound train arrived Portland 40 minutes early. A nuisance to detraining passengers who had long wait for friends meeting them.

The grand ship you've come to love has more to love than ever before. More elegance, more comfort, more fun and more flair. All the way to jolly old Victoria. This year, travel in style. Aboard the famous ship that's become a legend in the Pacific Northwest. The all-newly restored Princess Marguerite. Sailing daily from Seattle's Pier 69 at 8 a.m. So sail away for the day. Or stay awhile. The fun never sets in Canada's holiday capital.



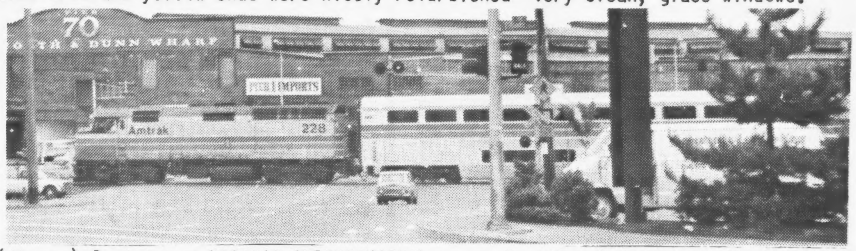
PRINCESS MARGUERITE

BRITISH COLUMBIA STEAMSHIP COMPANY (1975) LTD.

Photos by the author

The VIA/E&N Dayliner at Victoria.

Nanaimo to Victoria was on the VIA (former E&N) Dayliner, which proved to be the most pleasureable portion of the trip. The 2-RDC car Dayliner pulled into the charming town of Nanaimo at 2:50 and left at 3:00 after boarding five passengers. Nanaimo is a food stop, and passengers can detrain to buy food from a Mammoth Catering truck. Nanaimo station was designated a "Heritage Building" on Dec 19, 1977, and tho deserted-looking, it is open and has vending machines inside (no ticket agent). Set of RDC cars 6133 and 6134 ran smoothly, with the comfortable springy ride you expect from Budd cars. Very curving line thru fine scenery all the way to Victoria, where we arrived at 5pm. Train was under-patronized--should be better known. Interline tickets are available thru Amtrak. Silver cars with blue trim and yellow ends were nicely refurbished--very clean; glass windows.



(Above:) Southbound PACIFIC INTERNATIONAL nears Seattle station, passing Pier 70.

The PACIFIC INTERNATIONAL, which we rode Seattle-Vancouver, was the weakest link in our chain. Trip is best described as "erratic." Long wait between STARLIGHT arrival and P.I. departure in Seattle was boring; customs inspection at Blaine took an over-long 32mins (during which time the bar was closed). Inspection procedures seemed erratic and rather pointless. Train speed varied frequently from slow to fast. At one place we hit the fastest speed of entire trip, and it was exciting but seemed hazardous, in an area of many grade crossings. Vancouver arrival was early at 11:35.

Northbound at Chemult we were surprised by a mid-May snowstorm that continued thru much of the Cascades.

Northbound train was sold out weeks ahead. We almost gave up hope, until Amtrak added second sleeper a few days before trip.

Train consist was F40 engine 217 and Superliner coaches 34078, 34023, 34086 and 34058, with snack counter downstairs in car 34023.

The COAST STARLIGHT (Oakland-Seattle and Seattle-Oakland) was excellent. Your editor's first opportunity to use Superliner sleepers in overnight service (economy room one way, deluxe bedroom suite the other). Economy room bed was very long and comfortable--no difficulty sleeping even on the first night out. Upper berth in deluxe bedroom felt like sleeping on a shelf, but

slept well anyway. Cars all ran smoothly and comfortably. Sightseer lounge car is a delight. Southbound, sleeper rooms had not been cleaned due to a localized labor dispute and walkout of car cleaners in middle of job. Car attendant had to clean rooms.

Every vehicle we used was on time or early--no hassles or hitches at all in our itinerary. Trip as a whole was enormously successful.

★ THE CORRIDORS REPORT EMERGES ★

	SCORE	PMTM
Philadelphia-Atlantic City	2.41	--
Los Angeles-San Diego	2.41	307
New York-Buffalo	2.38	164
Los Angeles-Las Vegas	2.13	101
Washington-Richmond	1.63	147
New York-Albany	1.32	--
Texas Triangle	1.10	128
Dallas/Ft. Worth-San Antonio	1.05	--
Dallas/Ft. Worth-Houston	.99	--
Chicago-Detroit	.98	128
Philadelphia-Harrisburg	.86	--
San Jose-Reno	.85	--
Miami-Jacksonville	.83	103
Chicago-St. Louis	.81	106
Chicago-Milwaukee	.75	--
Chicago-Cleveland	.67	101
San Jose-Sacramento	.66	109
Chicago-Twin Cities	.63	93
Chicago-Cincinnati	.63	93
Seattle-Portland	.56	101
Cleveland-Cincinnati	.51	--
Houston-San Antonio	.45	--
Atlanta-Nashville	.21	--
Boston-Springfield-New Haven	.15	--
Atlanta-Savannah	--	--

The Amtrak Emerging Corridors Report has been slow in appearing, but it was finally released to Congress and others a few weeks ago. As noted last issue, Amtrak and the DOT did not agree over the results found in the report. Amtrak feels that the report is a positive one, while DOT believes that the report provides no justification for spending more money improving corridors.

In the table, the column labelled "Score" gives gives composite scores for the corridors based on several criteria such as estimate of annual passenger miles, cost of upgrading, and fuel savings. PMTM is estimated passenger miles per train mile based on a frequency of 6 trains daily, 79mph top speed, and price of gasoline set at $2.50 per gallon.

The capital costs of developing all 25 of the corridors studied would not exceed $1.6 billion, interestingly--a cost much lower than that of highway development (which is estimated to require $900 billion over the next 20 years).

A HOT TIME ON THE SUNSET

With the advent of Amtrak's new and rebuilt HEP equipment, the horror stories of the last decade fortunately are fewer, and complaints have been considerably reduced. However, the thought often occurs, "What if the HEP on a train were lost for a significant length of time?"

This indeed did occur recently on the eastbound SUNSET LIMITED. Upon departure from Los Angeles on Jun 5, the air conditioning was functioning but seemed to be intermittent at times. The following morning in Tucson the HEP failed completely (apparently due to generator problems with engine 724), and it remained off all the way across some hot desert areas to El Paso, a distance of 311 miles. Some doors were opened and a great deal of dust and dirt blew into the cars along with the hot air.

The HEP was fixed at El Paso, and the train left there 5 hours late, after free box lunches had been distributed (the kitchen was not usable). An unscheduled stop was made in Langtry TX to take off an attendant who had become ill. Then an 83-year old woman collapsed and died, and her body was removed at Del Rio TX. The coroner there reported that she died of natural causes.

On Sunday evening Jun 7, free dinners (three entree choices, no salad or des-

(continued on page 21)

A LEGEND HEADS HOME:
THE #4449 STEAM EXCURSION FROM OAKLAND TO KLAMATH FALLS

by Sylvia and Ted Blishak

May 16, Oakland Amtrak station:

We're paying $82 apiece to ride 394 miles behind a 40-year old engine, in coaches that have seen better days. But we didn't come for luxury, comfort or speed--we came because the legendary GS-4 engine, so graceful and gallant that just looking at her gives one a catch in the throat and a mist in the eye, is pulling a special passenger excursion over the old SHASTA DAYLIGHT route.

The excursion was sold out a week ago, but a crowd of hopefuls turns up at the station, hoping for last-minute cancellations. Only two can be boarded.

The NRHS Pacific Northwest Chapter has set up a counter in the station where we get our boarding passes from the Daylight-orange-jacketed trip committee members.

A switcher is putting the headless train of 15 cars together as we approach the platform. Several tired-looking dome cars from the RENO FUN TRAIN are part of the consist, and we're assigned seats in the first one. It smells of disinfectant, and there are holes in the blue upholstery covering the seats. (We will soon learn that it has a flat wheel as well!) We claim the front-row seats in the Lexan dome, and thru its blurred windows watch the former Daylight, once again resplendent in scarlet and orange--the colors she was designed to wear--being fueled up ahead. Then she gives three toots and a hiss of steam as she clears her cylinder cocks and chuffs back to claim her unusual consist.

"Who'd ever think that putting red and orange together would look so good?" someone says.

"The designer was colorblind," another voice quips, "and he was afraid SP wouldn't like it, but they told him to leave it that way!" (The story is asuming but untrue. According to Richard K. Wright's book* designer Charles Eggleston submitted hundreds of color schemes to SP's president Angus McDonald before McDonald selected the red, orange and bl ack-trimmed-with-silver scheme which he felt would blend with the golden hills of the California coastline.)

As we depart at 7:02am, the Daylight works up a magnificent cloud of black smoke that engulfs groups of pedestrian spectators on the overpasses, who peer down, then dash across the pavement to the opposite railing for a second look at the speeding engine.

Soon we're skirting the bay. A red helicopter hovers a few feet above the engine's stack and dares some rather hair-raising maneuvers. A photographer aboard is taking movies that will be used, we hear, for an SP television commercial! Yes, SP is getting into public relations--further evidenced by the gifts we receive from our hard-working NRHS car captain: SP belt buckles for the men and scarves for the women, and a beautiful set of color prints of Howard Fogg steam engine paintings for everyone!

As we steam over the Carquinez Bridge, we're served a continental box breakfast, with napkins printed with the Daylight's profile and the caption, "A Legend Returns." We make our first stop at Davis, on-time at 8:20am, where fire trucks and crowds await. We depart at 9:20, 40mins behind schedule.

We stroll up to the baggage car, which is full of smoke, splinters and smiling faces. Everyone is getting into the spirit of the steam excursion, where adults enjoy the freedom to be kids again--to wear engineer hats, show off with buttons and patches commemorating previous railfan trips, and make friendly contact with strangers, who are, after all, people who share a common interest. While a majority of the passengers are men, a considerable number of women enthusiasts, as well as boys in the 12 to 15 age bracket (the latter behaving like adults) are aboard.

In a corner of the baggage car the NRHS is selling color photos of the Forty-Nine, stack records and booklets--all going like hotcakes. Unfortunately, there are no buttons on sale to commemorate this trip. (A large percentage of the passengers--including ourselves --are sporting Freedom Train Excursion buttons from 1977 to prove we're no strangers to #4449.) Crowds prevent us from approaching either the souvenir table or the open doors of the car, which are three-deep with serious, goggle-clad fans who show no inclination to budge.

As we settle back into our dome seats, we pass some field hands, who stop picking to applaud as our train goes by!

Our arrival in Orland is at 11:10, 35mins behind schedule. (This is an ambitious itinerary for one day: four station stops, one extra water stop, and one photo runby spread over a distance of 394 miles, all scheduled to be covered in 12hrs, 45mins.)

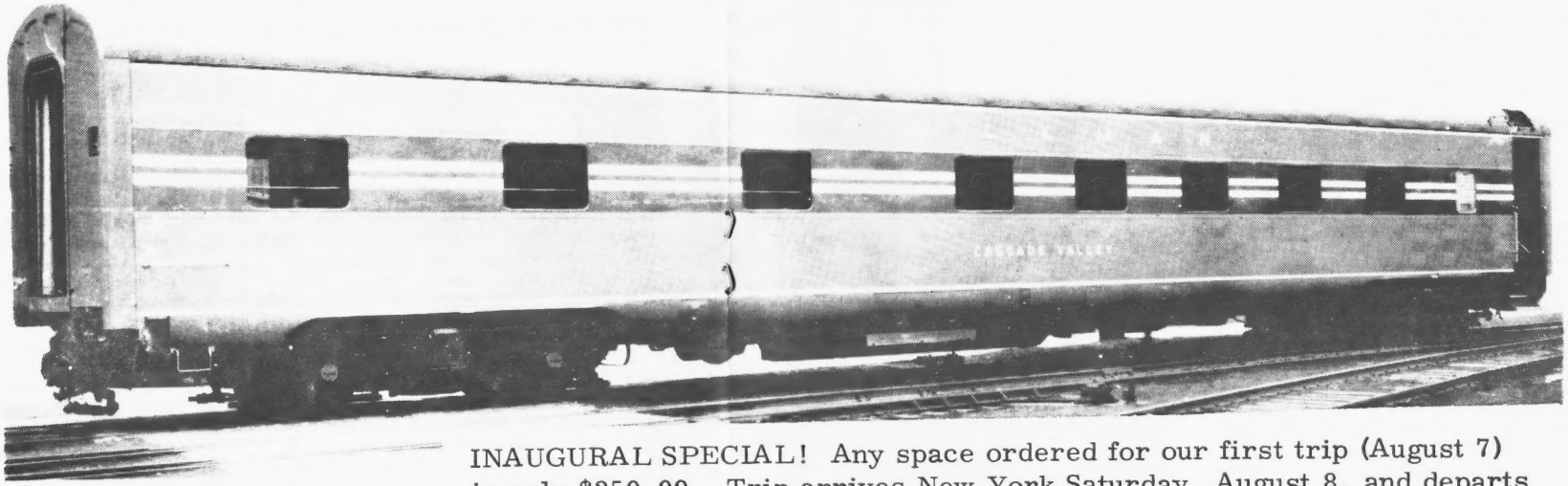
Soon the snowy crags of Mt. Lassen appear to the northeast, and we know we're on the old SHASTA DAYLIGHT route. Passengers are supplied with a trip program which reprints the old SP schedule, with map, mileposts and points of interest along the route.

We rail thru the olive orchards south of Corning, and our dazzling engine breaks up

*Southern Pacific Daylight Train 98-99, Vol. 1, Wright Enterprises, 1970.

(continued on page 14)

CARRIAGE HOUSE NEW YORK VACATION



Travel to New York aboard one of America's finest trains.

The Lake Shore Limited traverses the historic "Water Level Route," from the shores of Lake Michigan, to Lake Erie, and along the Hudson River into New York. The Lake Shore features excellent dining and lounge services, which are open to Carriage House passengers. Budget meals are available in the cafeteria lounge car aboard the train, while the dining car features prime rib and New York strip steak, at reasonable prices. Sit back and enjoy the scenery!

A private Pullman car is your home away from home.

Just like the rail barons of days gone by, you'll have a private room in a private Pullman car for the entire trip. Your room is equipped with washing facilities and toilet, individual climate controls and comfortable, fold down berths. A complete shower is just down the hall. An attendant is always available at the touch of a button, to serve you a drink or snack, to assist with your baggage or to make down your bed.

INAUGURAL SPECIAL! Any space ordered for our first trip (August 7) is only $250.00. Trip arrives New York Saturday, August 8, and departs New York Tuesday, August 11. Write now for reservations or call our reservation desk at (312) 668-5010!

1981 departure dates (from Chicago):

August 7, 14, 21, and 28;
September 4, 11, 18 and 25.

NOW! Save money by ordering your tickets well in advance. You can save $25 per person if you order more than 30 days before departure.

Accommodation:	**Regular Fare (Available 30 days before departure or less)**	**Discount Fare (Available more than 30 days before departure)**
Roomette (one person)	$374.95	$349.95
Bedroom (each of two persons)	349.95	324.95
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A LEGEND HEADS HOME (continued from page 11)

a Saturday morning baseball game as youngsters stop in mid-swing to watch, open-mouthed. This is beautiful, unspoiled country, which is never seen by Amtrak passengers, who must pass thru this delightful scenery after dark.

After we leave Red Bluff the tracks make a sweeping arc towards the east around the foothills of Mt. Lassen. Suddenly, 100 miles to the north, the white crest of Mt. Shasta looms over the horizon--a vista unmarred by any marks of civilization--just a pure sweep of green countryside is visible between our train and the mountain!

We glide to a stop in the Redding yards at 12:55, 20mins late, and get off to watch a diesel helper being cut in behind the Daylight. (We'll need the helper until Grass Lake.) Looking back at the train, we notice that, for the first time since we started, there are a few empty spaces next to the railing of the open baggage car. We quickly reboard and claim a spot. Soon a crowd is pressed behind us. We move forward under steam and diesel power to the station, where crowds line the tracks. Redding hasn't seen a regularly-scheduled passenger train during the light of day since the last SHASTA DAYLIGHT ran on Labor Day of 1966. We leave at 1:37, 32mins behind schedule, enjoying nice stack-talk sounds (the diesel isn't working hard enough to be heard yet) as we cross the high bridge over the deep green Sacramento River. Below us on the golf course, all games are postponed as the golfers gaze up at us and wave.

We work up the grade between Redding and Shasta Lake at a good clip; the sound of the diesel's exhaust is overpowered by #4449's chuffs. As we approach the first of a series of tunnels, the #4449's throttle is shut down, and engineer Doyle McCormack (who controls the diesel from the cab of the Daylight via an EMD "Black Box" MU controller) gives the diesel the full load thru all the tunnels. This prevents "steam-cleaning" of the tunnel roofs --a phenomenon which did happen in 1977 when the same engineer emerged from the Cuesta Grade tunnels with a soot-covered face, and a red, black and blue #4449.

Ben Fredericks, the NRHS chapter president, now announces that a crisis has occurred. The caterer in Redding, who was supposed to be at the station with our box lunches didn't expect our train until tomorrow! Ben assures us that our mid-afternoon snack is aboard and will be served without delay. The caterer has agreed to assemble all the components of the lunches, which he will then deliver to the train in Dunsmuir.

Mt. Shasta towers magnificently above us as we cross some fingers of Lake Shasta, where we startle a fisherman who obviously wasn't expecting a steam engine to go by!

Someone in the next seat lipreads the fisherman's mouth moves: "I'll be ---damned, that's a ------- steam engine!"

Thirty-seven minutes behind schedule at 3:42, we arrive in Dunsmuir. The town has scheduled the annual Railroad Days festival to coincide with our train's arrival. This event, which has been held for some 40 years recalls the days when SP's big steamers occupied the roundhouse here. Many of the SP's guests from the three rear cars detrain here. Dunsmuir Railroad Days T-shirts and buttons are for sale on the platform, but our vestibules stay closed so we can't get off to buy them.

The caterer's van races into town and pulls up beside the lounge car "Shasta," where our food is unloaded. This car, where Glenn Miller tunes provide background music, is the only place on the train where paying passengers can buy drinks, but it is now locked while the NRHS crew falls to the enormous task of preparing 400 individual box lunches. Everyone is growing hot, thirsty and hungry. The predictable problems with ancient air conditioners are beginning to be felt, and our car is out of water.

There is a false start at 4:17 (62mins behind schedule) and then a wait until 4:32--and we're still unable to get off the train to stretch our legs. As we start, one of the passengers realizes that his chance to buy a Dunsmuir Railroad Days button is slipping away. He waves a dollar out the vestibule at the gray-haired lady running the concession, who trots alongside as the train starts to move. She tosses the button towards him, but it hits the side of the car and falls to the platform. She picks it up and starts to run, but can't keep up. A man from the crowd takes it in good lateral-pass style and continues the chase. At last, dollar and button are exchanged, accompanied by cheers from the crowd on the platform.

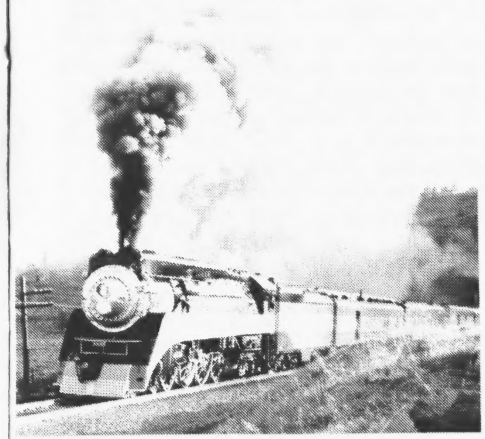
It is now 5:30pm, and our box lunches are served. We're tracking over some jumbled lava flows, with many curves, and good views of our proud, sleek engine, with drivers whirling, up ahead. Your co-authors hold a conversation: "I can hardly believe my eyes--that beautiful, brilliant streamlined engine up there--and no cinders, either! I've never imagined such a scene!" says Ted, who grew up near Pittsburgh and moved to California in the early 1960s.

"But that's just the way engines are supposed to look," says Sylvia, a native Californian from San Luis Obispo, where the two COAST DAYLIGHTS passed each other every day. "I never knew how much I'd miss the DAYLIGHTS--I thought they were going to go on forever."

We pass the volcanic cone of Black Butte, and at 6:10 reach 5,063 feet, the highest point on the Cascade line. Here, at Grass Lake, we shed the diesel helper. The highway parallels the track here, and dozens of pacers, some who have been with us since Oakland, are pulled over to watch. Someone's scanner announces that a crew from Mobile Fidelity is climbing into the cab with recording equipment.

Everyone is growing anxious about our only photo runby, since the sky is getting cloudy. As we pull out, purely steam-powered again, the sun is sinking low in the sky.

At milepost 384, a remote area which our pacers cannot reach, we will have an exclusive view of the train with Mt. Shasta (now to the south) for a backdrop. The train stops while the passengers get out and scramble up a rocky incline. Some duck under a fence and head for higher ground, while most of us spread out along the fence, as the engine backs about two miles downline.



Fatigue is now replaced by excitement. One enthusiast, who bought tickets for his family of three, says he's getting ready for his $261 photograph! The photo lines are forming, with a reasonable amount of cooperation, when an overweight man who had climbed off one of the SP cars plants himself about 100 yards downhill, squarely between the track and the photographers! No amount of shouting or threats impresses him, and tempers begin to wear thin.

The paying passengers have been good sports about the delayed lunch, the locked snack car, the inconvenience of having to hike the length of the train to buy drinks. They've been mellow about the inevitable air conditioning failures, and the tardy schedule. But this free-rider has been catered to by three SP chefs, cooled by a working air conditioner, and comforted by an open bar. His lack of consideration is the last straw for some of the revenue passengers, and their angry pleas, ignored, turn to abusive shouts. Perhaps SP's guest neglected to read his trip program, which urged: "Do NOT stray from the photo line and get in other photographers' way. The other photographers might want to do serious damage to your body for messing up their pictures." The offender finally flees across the tracks and disappears.

The sun comes out from a cloud now, and we hear a distant whistle. Our eyes turn south, where a tiny, toy-like train is dwarfed by the gigantic hulk of Shasta. The rotating Mars light flashes up, a black cloud begins to build, and whispered chuffs drift thru the still mountain air. The Daylight begins to move towards us in a long, sweeping curve, gaining speed. It disappears for a few moments behind a pine-covered embankment, but the smoke is still visible. Suddenly the mighty Daylight charges past, steam hissing, air horn blasting, whistles howling, [illegible] flying. In her smoky enthusiasm, the 49 generates a plume that obliterates the profile of Mt. Shasta! She cuts a spectacular figure, with the late afternoon sunlight giving her scarlet and orange colors a special glow.

We climb back onto the train, with tired bodies and spent cameras, for the 66-mile run to Klamath Falls, where we arrive at 8:11pm, only 26mins late. Some passengers will spend the night here to continue on to Eugene or Portland tomorrow with the excursion; many, like ourselves, will catch the southbound STARLIGHT back tonight.

(Upper:) Drumhead on Amtrak dome 9485 reads "Railroad Museum Special, Portland to Sacramento, SP - NRHS."
(Lower:) The photo runby at MP 384. Photos by the authors.

We walk into the little town for dinner as a high-altitude chill bites the evening air. Afterwards, we return to the station where a sleek, shiny Superliner waits to carry us back into 1981. It glides out of the station at 11:05pm, precisely on schedule. This train is so quiet and smooth that we become disoriented when the lights of Klamath Falls fade behind us. "The train has stopped," one of our companions from the excursion exclaims. But it hasn't--we just aren't used to such a smooth ride!

Many of the excursionists repair to the Cafe Lounge for a nightcap. Both bars are open, and Amtrak personnel look cool and efficient in their elegant new uniforms. The lights are muted--aisles softly illuminated for safety, other lights indirect so there are no reflections on the glass. "Perhaps," we say, "we've bumped our heads on a Lexan dome for the last time!"

One of the railfans tells of sad news he heard before leaving the station: "The 4449 broke a flue while she was being refueled, which means she won't be powering the excursion back to Portland tomorrow."

(We hear later that the excursion train headed for Portland the next morning with two diesels, borrowed from an SP freight. Meanwhile, the 4449's fire was extinguished, and after she cooled, the flue was repaired. She left Klamath Falls on Monday, steaming behind a diesel as far as Eugene. By Tuesday, May 19, the Daylight was able to triumphantly enter her home city of Portland, in revenue service, at the head of a freight run.)

(See CARS & CONSISTS for consist of the excursion train.)

SOUTH ON THE MONTREALER AND CRESCENT
by Ted Scull

There were two very good reasons to leave home for an extended weekend at the end of April--to attend the NARP Directors' Meeting and Amtrak's Tenth Anniversary celebration in Washington, and to make my annual trek to visit relatives in southwestern Ohio.

At 6:45am, in the dim light on the platform of tracks 9 and 10 at Penn Station, the MONTREALER pulled into the station. Bleary-eyed travelers from New England and Canada wandered off the train. Sleepy-looking New Yorkers and bright-eyed businessmen replaced them, and mixed with the other, not quite wide-eyed thru passengers.

After claiming our territory in a roomy 60-seat coach, we went forward thru the Amdinette car to the diner. Bill Thomson from a small town on the New York/Vermont border joined us from the slumbercoach. He had awakened while the MONTREALER was passing over the Hell Gate Bridge. The combination of the sunrise and New York's skyline was a sight he said he would never forget. We all thought of the excellent Amtrak ads in recent issues of the National Geographic Magazine.

The MONTREALER's fairly-recently added full diner is staffed by two waiters and one steward. Hence there are only six tables in use. In several corridor trips that I have made on this very popular train, there has been very little wait for a table at either breakfast or dinner. The reason is quite simple: neither the dining car steward nor the conductor regularly informs the passengers of the diner's existence. Sleeping car passengers next door use it, but coach passengers rarely get past the Amdinette car. Most of them have gotten out of the habit of thinking about dining cars in the Northeast Corridor.

Economics are very much against the continuation of this attractive service. An Amtrak official reported thru a friend that the diner takes in $500 on the average per trip and the facility costs $5500 to operate, for a recovery rate of 9%. In these hard times--enough said.

The breakfast was a delight, for me practically a given fact on any train. The Northeast Corridor may not be known for its scenic beauty, but there are interesting views along the Delaware River, a string of GG1's to be sad about to the north of Wilmington, and several attractive panoramas of the Chesapeake Bay below there. Depending on the track work, which we all have endured for eons, the train alternately ran fast then very slowly.

The arrival in Washington came about 20mins late. With the original station now closed to the public, there is a lengthy, irritating walk between plywood, thru the modern abomination which serves as the nation's Union Station, then beneath a long blue awning to a side street. We all walked the few short blocks to the Capitol Hill Quality Inn for 2½ days of NARP Directors' meetings. Most of us came away feeling somewhat drained and depressed by the prospects for our nationwide passenger system.

Amtrak put on a good Anniversary show at Union Station, with every type of equipment in use today lined up at the bumpers. For me, it was a first encounter with the Sightseer lounge car and the LRC. With the middle coach on the LRC train set to tilting from side to side while stationary at the platform, I had the sensation of walking thru a fun house. Free rides were given out on Saturday and the event was considered to be an unqualified success.

On Saturday evening, my cousin and RTN reader John Wilson, and I began our trip to Cincinnati, in a civilized fashion, with dinner on the CRESCENT between Washington and Charlottesville.

Our tickets read Bedroom B, Car 1930, because all the coach seats had been sold out for over a month. The reason became readily apparent when we boarded the train--6½ of the 8 coaches were booked by some 250-plus elementary, junior high and high school students and their chaperones, on their way back South after a visit to Washington. Apparently there were a lot of school group moves this spring, and some involved special trains.

John and I joined NARP president Jack Martin and Cathy Johnson, a NARP director from Iowa. Jack, from Georgia, had the Iowa Chop, while the rest of us had excellent thick slices of roast beef. The Burgundy was served above room temperature. The combination of dinner followed by drinks in the lounge car made for a relaxing finish to our Washington meeting and a great beginning to the rail ride out to Ohio.

After sitting for five minutes, to at least warm the chairs in Bedroom B, John and I stepped off the CRESCENT at the ancient Southern Railway station in Charlottesville. Several times, and some time ago now, I boarded the overnight PIEDMONT here for the trip back to New York after a weekend in the South. It was also here that I watched the largest cockroach that I have ever seen descend the now boarded-up grand wooden staircase.

We stashed our belongings in a 25-cent locker--yes, only 25 cents--walked up the steps to Main Street, and headed left for the University of Virginia campus.

AMTRAK'S MAY-JUNE CAR SALE

The following list of passenger cars was issued by Amtrak around the end of April, to be sold as is. Deadline for bids was Jun 10:

1001, 1500, 2366, 2508, 2814, 3339, 3811, 3970, 4403, 4460, 4494, 4495, 4506, 5250, 5265, 5601, 5605, 5606, 5607, 6046, 6410, 6421, 6423, 6428, 6439, 6444, 6445, 6446, 7520, 8037, 8039, 8114, 8118, dome 9351, dome 9355, dome 9371, dome 9373, dome 9374, Hi-level 9993, Hi-level 9994, 2100, 2765, 2780, 2781, 2793, 3221, 3952, 5226, 5228, 5272, 5275, 5442, 5450, 5451, 5461, 5470, 5474, 5633, 1512, 1516, 4841, 5618, 6088, 8077, 2302, 3380, 3381, 4472, dome 9372, 1514, 1517, 1518, 5614, 5616, 5400, 5404, 5617, 5405, 1513, 1503, 1510, 1590, 3338, 3800, 3812, 5403, 5603, 6035, 8000, 8032, 8031, 5634, 5635, 6450, 8005, 8008, 8084, 1800, 2101, 2263, 2370, 2769, 3330, 3810, 4402, 4852, 5432, 5455, 6063, dome 9812, 8035, 4501, 4545, 4547, dome 9253, 5632, 3802, 4537.

This sale is not to be confused with the sale of 195 cars approved by the Amtrak Board of Directors at its May 27 meeting (see page 4).

Besides the 120 cars listed here, 64 E unit locomotives and 14 steam generator cars were offered for sale. Most of the cars on the list were deemed too old to be converted to HEP, or are Pullman-Standard cars built with carbon steel. Some of the cars were in wrecks or are fire-damaged.

Mixed train of thoughts

APRIL RIDERSHIP FIGURES have been published by Amtrak, but we haven't seen them yet (and as we go to press, we haven't received the March figures!), but an Amtrak spokesperson summarized the April performance for us: short distance and long distance ridership were both up a sharp 13.1% each, while NE Corridor patronage was off 2.7%. Overall system performance was 4.9% higher than April of 1980.....

SOME FURTHER INFORMATION on the unconfirmed report on the overnight Los Angeles to Sacramento train given last issue: the National Arbitration Panel hasn't given its final decision yet, but it is expected by about the end of June, and Amtrak expects the decision to be favorable. Amtrak is reported ready to start up the train as soon as possible after getting a go-ahead--sometime this summer. While Amtrak prefers the name CALIFORNIAN, Caltrans has suggested other names as well: LARK, EL PACIFICO, MISSION TRAIL, and JOHN MUIR. The search for a name is still on. The tentative train numbers for it are 27 and 28. Consist will be: two F40 locomotives, 1610-series baggage-dorm, one or two 2900-series 10/6 sleepers, 28300-series Amfleet cafe-lounge (now under construction), and 5 60-seat Amcoaches. Proposed schedule is as follows: leave Sacramento 6:15pm, arrive Oakland 8:10pm, leave Oakland 8:25pm, arrive L.A. 7:20am; leave L.A. 8:50pm, arrive Oakland 7:35am, leave Oakland 7:45pm, arrive Sacramento 9:42am. All the stops of the STARLIGHT would be made, plus Suisun-Fairfield.....

★ ★ ★

THE LAST GG-1 locomotive was withdrawn from Amtrak service on May 1. On that date the #4924 ran on train 225 from New York to Philadelphia for the last time. Amtrak says it now has enough AEM-7's and E60's to cover all Corridor runs.....

AMTRAK'S HEP PROGRAM continues to roll on. Amtrak's latest HEP Production Schedule includes new 7000- and 7600-series coaches for New York-Philadelphia clocker service. The 7000-series cars contain 70 seats and one handicap seat plus a large handicap restroom, while the 7600-series cars have 76 seats.....

REVIVING THE DEL MONTE: The state's report on the feasibility of re-establishing San Francisco-Monterey CA rail passenger service is just about finished, and is due to be presented to the state legislature by Oct 1.....

A FLASH FLOOD in Iowa caused a track washout on the BN between Osceola and Ottumwa. There was no practical detour route, and passenger loads were too heavy on the two SAN FRANCISCO ZEPHYR trains affected to permit bus transfers. Train 5 of Jun 7 was held at Chariton IA for 10 hrs, 45 mins, while train 6 of Jun 6 was held at Omaha for 4 hrs, 51 mins. Train 6 reached Chicago at 6:42pm, 5 hrs and 37 mins late. Some passengers who missed connections were put up in hotels.....

THE PATRIOT, TRAIN 170, was sideswiped by a Conrail freight at 11:25am on Jun 7 south of Havre de Grace MD. No injuries were reported, but there was damage to Amfleet cars 20672, 21012, 20014, 21123 and 21072.....

THE DESERT WIND, train 36, derailed four cars at Kyle, Nevada at 10:45pm on Jun 6. The engines, baggage car and sleeper did not derail--the derailed cars remained upright and in line. Passengers were moved into the sleeper and baggage car and shuttled in groups four miles to Elgin, Nevada, where they were fed at a restaurant and transferred to buses.....

A PCB SPILL on Metroliner car 863, the second car of four-car train 109 on Jun 3, caused the train to stop at Tacony PA, one mile west of Holmesburg PA.

The train was terminated and 83 passengers wore transferred to train 141, the BANKERS.....

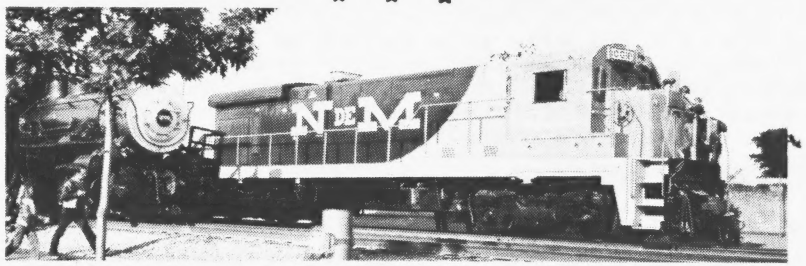
THE TENTH ANNIVERSARY of the tragic derailment of the CITY OF NEW ORLEANS was Jun 14. The train derailed at Tonti, Illinois, killing 10 passengers. It was the first derailment under the newly-formed Amtrak. Cause of the wreck was a locked wheel on one of the locomotives, causing the derailment as the train passed over a switch at nearly 100mph.....

1982 WORLD'S FAIR will be held in Knoxville TN from May 1 thru Oct 31 next year, and it already has an official airline (Delta), an official bus carrier (Greyhound), and an official car rental company (Avis). There is no rail passenger service to Knoxville.....

CHICAGO UNION STATION may receive historic landmark status. The city's landmarks commission on Jun 1 decided to formally study the possibility.....

DURANGO-TO-SILVERTON narrow gauge steam train has been doubleheading about 16 cars with two K28 Mikes, and Jun 8 was to start operation of two trains. A reader reports seeing five K36 and K37 locos at Durango: nos. 480, 481, 493, 497 and 498, none of them in steam yet. The train hit the newspapers on Jun 4 when it left the Durango station with an inadequate supply of water. A fire truck had to be called to fill it five miles north of town, delaying the train over a half hour.....

★ ★ ★



GE DIESEL LOCOMOTIVE numbered 10018 and painted in orange and green was ready for delivery to Mexican National Railways when it was displayed at the Railfair in Sacramento CA in early May. Steam loco alongside it was not identified in this photo by Sylvia Blishak.....

NEW TOUR IDEA in Amtrak's arsenal of rail tours this year is a "Bed and Breakfast Tour", devised by B. B. International of Portland, Oregon. Accommodations in 12 Western cities range from $33 for two, including breakfast, in Portland, Seattle, Denver, San Diego, Sacramento, Spokane, Las Vegas, Los Angeles, Sale Lake City and Vancouver B.C. to $38 in Phoenix and $43 in San Francisco. Amtrak travel agents and tour desks have more info on this and other tours.....

A MASSIVE DERAILMENT of 39 freight cars, involving 3 trains, blocked the SP line at Surf CA on the Coast Route on May 22, at the beginning of the busy Memorial Day weekend, and caused disruptions of COAST STARLIGHT service. Two other freight trains on sidings were struck by derailing cars of the 131-car freight, and 13 SP workers and four train-riding hobos were injured. Including the two standing freights, a total of 58 cars derailed in the 4:15am wreck. Train 11 of the 21st was terminated at Oakland and turned to become train 14 of the 22nd, which had been annulled out of L.A. Thru passengers for L.A. from train 11 of the 21st were transferred to the SAN JOAQUIN, train 708 of the 22nd, from Oakland to Bakersfield, and thence by four Trailways buses to L.A. Eight more buses operated down the coast Oakland-L.A.--3 from Oakland, 4 from San Luis Obispo, and one from Santa Barbara. Passengers into L.A. were delayed a maximum of 42mins. Northbound, 12 buses were chartered--9 from L.A., one from Glendale, one from Oxnard, and one from Santa Barbara. Train 14 of the 22nd left Oakland at 12:57 am, 3hrs, 37mins late. A free meal stop was made for all bus passengers at San

Luis Obispo. Train 14 finally reached Seattle at 8:28pm on the 23rd, 2hrs and 23mins late. Forty-one passengers on it missed the PACIFIC INTERNATIONAL connection and were bused to Vancouver on a Cascade Trailways bus. A taxi took some passengers from Seattle to Edmonds. The SP main line was reopened at 7pm on the 23rd, with a 10mph speed limit at Surf; however, an alternate "house track" was opened for use at 3:30am on the 23rd, and no other passenger disruptions were necessary.....

FORMER ENERGY OFFICIAL who conservatively predicted in the mid-1970's that the price of gasoline in the U.S. would reach $1 per gallon by 1980 now is predicting that the cost will be $10 by the year 2000.....

A CORRECTION ON the report on the MAPLE LEAF in our last issue: NY Gov. Carey did not ride the inaugural train, but cancelled out at the last minute. His cancellation caused the Premier of Ontario to bow out also.....

INDIAN TRAIN DISASTER of Jun 6 could turn out to be the worst train disaster in history. A crowded narrow-gauge train, loaded with many more than its normal capacity of 500, had 7 of its 9 cars fall off a 150-foot high bridge into the muddy Bagmati River about 80 miles east of Patna. The cause was believed to be a combination of a strong cyclonic wind and the emergency braking of the train to avoid hitting a cow on the tracks. Only 83 passengers were reported as survivors as of two days later.....

ROBERT L. FAIRMAN was appointed as Assistant Secretary of Transportation for Administration on May 20, DOT Secretary Drew Lewis announced.....

CALIFORNIA STATE PARK and Recreation Commission was meeting this month to consider taking over Railtown 1897, a 24-acre park with roundhouse, old railroad cars, and a steam rail ride owned by the Sierra Railroad. The state legislature has already appropriated the funds for the purpose.....

★ ★ ★

NEW YORK TIMES finally ran an editorial on the Amtrak budget debate (on Jun 4). We'd been waiting to see what the paper would say. Recall that in 1979 the publication came out in favor of the massive cuts the Carter administration wanted. This time the paper doesn't go out of its way to criticize Amtrak, but it does repeat some of the untrue cliches that the DOT keeps fostering. Quote: "Passenger trains are no more energy-efficient than buses unless they run full. Nor do they offer practical transportation to small, isolated towns; subsidized buses could do the same job for a fraction of the cost. Trains do give passengers a leisurely look at the countryside. But in a time of fiscal austerity it is hard to justify such heavy subsidies for vacationers. Still, trains with modest subsidies may make economic sense in densely populated corridors--Boston to Washington, for example, or Los Angeles to San Diego... And it is Amtrak's managers who have to abandon their dream of turning the clock back to 1925 and settle for the unglamorous job of hauling short-distance passengers in a half-dozen heavily populated corridors." Most of the above-quoted statements are false, and RTN readers know the right answers so readily that we won't waste space here refuting each one. All we can say to the editorial writer is: "Wake up and get out from behind your briefcase on the airplane, out of your musty office and onto the rails of America and get a taste of real life happening!".....

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"HELPING HAND TRAVEL CLUB" has been organized by Amtrak and Potomac Tours to offer package tours appealing to senior citizens and the handicapped. More info is available from Amtrak travel agents or from Potomac Tours, 1919 Pennsylvania Ave., N.W., Washington DC 20006.....

4449 STEAM LOCOMOTIVE paid a visit to Los Angeles, as we noted in an earlier issue, on May 12 and 13. The reason was to help kick off the L.A. Bicentennial Railroad event, Fiestarail 200. The Pacific Railroad Society, and chairman and RTN reader John Petros were behind the event. California Governor Brown declared the month of May as California Railroad Month. The May 15-17 rail transportation fair promises to be a yearly event.....

ROGERS E. M. WHITAKER'S obituary appeared in the Jun 1 issue of the New Yorker. His age was given wrong in our last issue: it was 81, not 82.....

QUICK-REFERENCE TIMETABLES, airline-style, have been issued by Amtrak for some major cities such as Boston and Chicago, have been published for the period Apr 26 thru Aug 1.....

URBAN-SUBURBAN TRANSIT (continued from page 7)

CALGARY'S LRT SYSTEM began operation on May 26. The so-called C-Trains were reported packed with commuters beginning with the early morning rush. However, on May 30 two of the light rail vehicles collided at a switch downtown, causing about $2 million in damage and injuring 21 people. A track switching supervisor was suspended after the accident.

ONTARIO-BRITISH COLUMBIA transit agreement was signed at the end of May, establishing a $650 million contract to start work on an automated LRT system for Vancouver. An Ontario corporation, Urban Transportation Development Corp., will build the system for the Western Canada city.

METROPOLITAN TRANSPORTATION COMMISSION on May 27 okayed a Caltrans request for $54 million in Federal funds to purchase new equipment for the San Francisco to San Jose line--24 bi-level cars, 46 used gallary cars, and 21 new locomotives.

ON THE SUNSET (continued from page 10)

sert) were served in the diner. Arrival in New Orleans was 3am on Monday, Jun 8.

The passenger reporting this had traveled from New Orleans to Chicago, Seattle, Vancouver and Los Angeles, and all other trains had performed flawlessly.

--Adron Hall.

CARS & CONSISTS

*COAST STARLIGHT, train 11, San Jose Jun 5: engines SP3201, Atk 203, 254, 223; cars 1162, Hi-level 39911, Superliners 31003, 31020, 34069, 34010, Hi-level 39956, Superliners 34006, 33010 lounge, 38008 diner, 32004 & 32002 slprs, 34009 coach, SP 293 coach, SP 291 lounge, SP 141 "Oakland", private car 100.

*EMPIRE BUILDER, train 8, Yakima WA May 30: engines 217, 226; cars 1230, Hi-level 39925, Superliners 31045, 34043, 34049, 33022 lounge, 38032 diner, 32052 & 32053 slprs.

*SAN FRANCISCO ZEPHYR, train 6, Reno May 21: engines 311, 253; cars 1264, Hi-level 39923, Superliners 32065 & 32028 slprs, 38013 diner, 33006 lounge, 31018, 34101, 34012, (34057 off at Sparks NV, 34082 on at Ogden May 22 from train 36, 34073 on at Ogden May 22 from train 26).

*DESERT WIND, train 36, Ogden May 22: engines 500 (SDP), 251; cars 1372, 2988 "Pine Dale", Hi-level 39916, Superliners 38021 diner, 34004, 34082.

*PIONEER, train 26, Ogden May 22: engine 215; cars 2994 "Pine Lodge", Amfleet 20228, Hi-level 39903, Superliners 31005, 34073.

*SOUTHWEST LIMITED, train 3, Kansas City May 22: engines 292 (off at K.C. due to hot box), 236 (on at K.C. from train 304), 626 (SDP); cars 1222, 1163, Hi-level 39905, Superliner 31045, Hi-level 39948, Superliner 34043, Hi-level lounge 39970, Superliners 38027 diner, 32026 & 32046 slprs, deadheads 38019 & 10610.

*4449 steam excursion Oakland-Klamath Falls May 16: engine 4449 & tender; cars NRHS 76 bag-dorm & "Mount Hood" slpr-lounge, SP 295 open-sided baggage, Great Western Tours 510 "Tuolumne" coach, 511 "Stanislaus" coach, 507 "Shasta" lounge, 156 "Lake Peppin" diner & 568 coach, Atk 5665, 5674, 9478 dome, 9479 dome, SP 290 diner, SP 291 lounge, Atk dome 9485.

*HUDSON BAY, VIA train 92, Winnipeg May 23: engines 9152, 9155 (F7A's), steam generator 15493; cars 9622 baggage, coaches 5547, 5574, diner 1364, sleeper "Eldorado".

The background photo on our cover is a closeup of the front of the UP 3985 Challenger steam engine, photographed by the Blishaks on the same occasion as the color photo.

RAIL FANTRIPS

Chessie's Safety Express schedule for the remainder of summer: Jun 20, Chicago to Garrett IN RT; Jun 21, Chicago to Hartford MI RT; Jun 27, Akron to Pittsburgh RT; Jun 28, same OW; Jul 11, Pittsburgh to Meyersdale PA RT; Jul 12, Pittsburgh to Somerset PA RT. No operations Jul 13-Sep 11. Contact: (for Jun 20 & 21) 20th C. RR Club, Box A-3258, Chicago IL 60690; (for Jun 27 & 28) Whistle Stop, 2146 Front St, Cuyahoga Falls OH 44221; (for Jul 11 & 12) Pittsburgh Chapter NRHS, Box 822, Pittsburgh PA 15230.

Jun 20-21: SR steam loco 4501 trip Alexandria VA-Manassas-Charlottesville ea day RT. Jun 27: Same, Alexandria-Manassas-Front Royal. Jun 28: FP-7 diesel trip Alexandria-Manassas-Harrisonburg. Steam Train, Box 456, Laurel MD 20810.

Jul 25: Denver Union Station Centennial. Plaque dedication 10am. Amtrak & UP equip't display, incl steam, other features. No charge. Sponsored by Denver Union Sta., RR's, and Intermountain Chapter NRHS.

One Rail Fantrips listing is free. Send full info to:
RAIL TRAVEL NEWS, Fantrips Dept, PO Box 9007, Berkeley CA 94709.

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YOU'RE INVITED--MEXICO RAILFAN SPECIAL TRAIN--Aug 31-Sept 14--5313 kilometers on three railroads--Mexico City including passenger and freight yards plus Sahagun car factory, Metro and street cars, Copper Canyon rail trip, locomotive ride. Trip assembles in San Antonio (join anywhere--ride Amtrak en route). For full details, write or call Howard B. Thornton, Director, Midwest Travel Service, 2936R Bella Vista, Midwest City, Oklahoma, 73110--Telephone 405-732-0566.

TROLLEY TRAILS, Volume 9-System maps, plus chapters on San Diego, Colo., Minn., Milwaukee $8.00. Also Volumes 1-Yakima, 2-Seattle, 3-Portland, 4-Tacoma/Spokane, 5-Mont/Utah, 6-Western Canada, 7-No. Calif., 8-So. Calif. $4 ea. Moneyback guarantee. Wilson Bros. Publications, Box 712RTN, Yakima, WA 98907.

DON'T VISIT PHILADELPHIA until you have a copy or "Delaware Valley Rails", the 192-page rail guide to the region's 15 counties. $11.50 (Pennsylvaniana add 69¢ tax). John R. Pawson, Box 411, Willow Grove, PA 19090.

Read the most up-to-date news of Canadian railway, rail transit and trolley coach happenings in the Upper Canada Railway Society Newsletter, Canada's leading rail-fan publication. Detailed feature articles, maps, photos. 8½x11" format, 20 pp, issued monthly. Annual dues $17 Canadian funds. Write Membership Sec'y, Upper Canada Railway Society, Box 122, Terminal A, Toronto, Ont. M5W 1A2.

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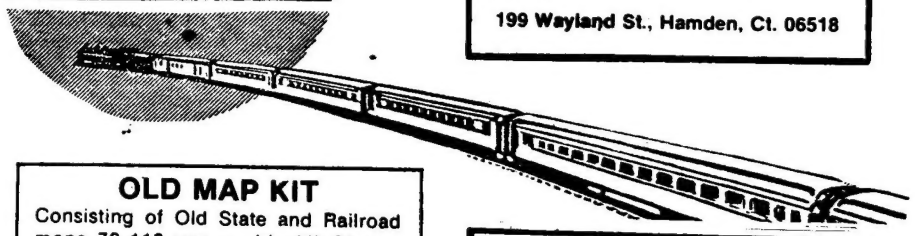

OLD MAP KIT

Consisting of Old State and Railroad maps 70-110 years old. All States. Some old County maps. Stamp for catalog.

The Northern Map Co.
Dept. RT Dunnellon, FL 32630.

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